

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings of claims in the application:

LISTING OF CLAIMS:

1-25 (cancelled)

26. (new) A method of steering an aircraft comprising a housing and fan means, the method comprising forming a circulation using the fan means, directing the circulation along the housing and steering the aircraft by controlling the circulation and a stagnation point associated with the circulation.

27. (new) A method as claimed in claim 26, wherein during take off the stagnation point is directed below the housing in order to achieve lift.

28. (new) A method as claimed in claim 27, wherein the stagnation point is directed from the front end of the housing below the housing in order to achieve thrust.

29. (new) A method as claimed in claim 26, wherein the stagnation point is directed to the rear end of the housing in order to achieve thrust.

30. (new) A method as claimed in claim 29, wherein the stagnation point is transferred from the front end of the housing to the rear end of the housing in order to achieve suction power in the front end of the housing and thrust at the rear end of the housing.

31. (new) A method as claimed in claim 26, wherein the stagnation point is directed from the front end of the housing below the rear end of the housing by directing the flow above the housing through the tail of the housing below the rear end of the housing in order to generate suction power in front of the housing and in order to achieve lift below the rear end of the housing.

32. (new) A method as claimed in claim 26, wherein air spoilers are utilized for directing the circulation.

33. (new) A method as claimed in claim 26, wherein the circulation is achieved by means of fan blades rotating about the housing.

34. (new) A method as claimed in claim 26, wherein the circulation is achieved by means of propeller fans.

35. (new) A method as claimed in claim 26, wherein the housing produces lift during the level flight of the aircraft.

36. (new) An aircraft comprising a housing and fan means, wherein the fan means are such that they provide adjusting the blow direction and blowing force of the airflow so that air circulation is achieved and directed along the housing and the fan means are arranged to direct the circulation and to control the position of a stagnation point associated with the circulation.

37. (new) An aircraft as claimed in claim 36, wherein air spoilers are provided at the fan means, whereby the circulation is directed and the position of the stagnation point is controlled by the fan means and the air spoilers.

38. (new) An aircraft as claimed in claim 37, wherein at least one of the air spoilers is annular.

39. (new) An aircraft as claimed in claim 37, wherein the air spoilers are arranged to correspond to the form of the streamline or they are at a positive angle of attack in relation to the streamlines so as to produce lift.

40. (new) An aircraft as claimed in claim 36, wherein fan blades rotating about the housing form the fan means.

41. (new) An aircraft as claimed in claim 40, wherein the fan blades are arranged horizontally.

42. (new) An aircraft as claimed in claim 40, wherein the fan blades are narrower at the root and at the tip than at the middle part thereof.

43. (new) An aircraft as claimed in claim 40, wherein the fan blades are broader at the root than at the tip.

44. (new) An aircraft as claimed in claim 40, wherein electromagnetic actuators are connected to the mounting shafts of the fan blades to control the blade angle.

45. (new) An aircraft as claimed in claim 44, wherein the electromagnetic actuator is configured to operate regeneratively so that changes in blade angles caused for instance by turbulence allow the actuator to produce electric energy.

46. (new) An aircraft as claimed in claim 36, wherein propeller fans form the fan means.

47. (new) An aircraft as claimed in claim 46, wherein the propeller fans are channel fans, whereby a protective ring functioning as an air spoiler is placed around the propeller.

48. (new) An aircraft as claimed in claim 36, wherein the upper part of the housing is more convex than the lower part thereof, the housing thus producing lift during level flight.

49. (new) An aircraft as claimed in claim 36, wherein the upper surface of the housing at the rear end of the aircraft is provided with suction slots to direct the circulation through a space between an outer casing and an intermediate casing of the housing.

50. (new) An aircraft as claimed in claim 36, wherein a return air space is formed at the rear end of the aircraft and the return air space is provided with adjustable flaps to direct the circulation through the return air space, whereby air can either be sucked or blown through the flaps.